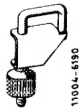


Special tool

Clamp



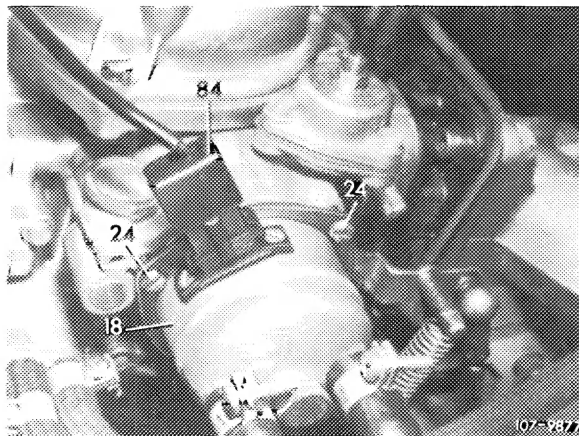
000 589 40 37 00

Removal

1 Remove choke cover.

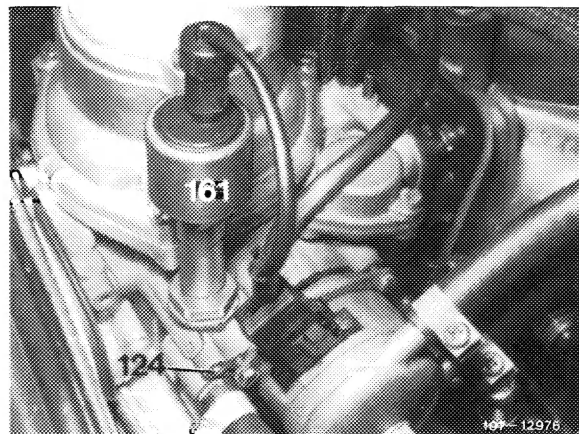
For this purpose, pinch coolant hoses for heating choke cover with one clamp each and pull from choke cover (18).

Pull off double plug (84). Unscrew fastening screws (24) and remove choke cover together with insulating gasket.



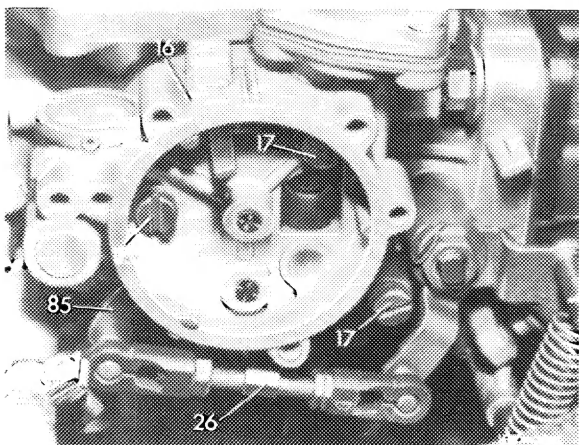
2 Remove choke housing.

On vehicles in national version with float chamber external venting, pull hose from choke housing.



If required, pull off vacuum line on pulldown cover.

Disconnect connecting rod (26) on choke rod (85). Unscrew fillister head screws (17) and remove choke housing (16).



Checkup

3 Check choke slide valve.

For this purpose, unscrew closing plug (94), remove compression spring (93) and valve plate (92).

Remove dust sleeve (95) and pull out choke sliding valve (91) in downward direction.

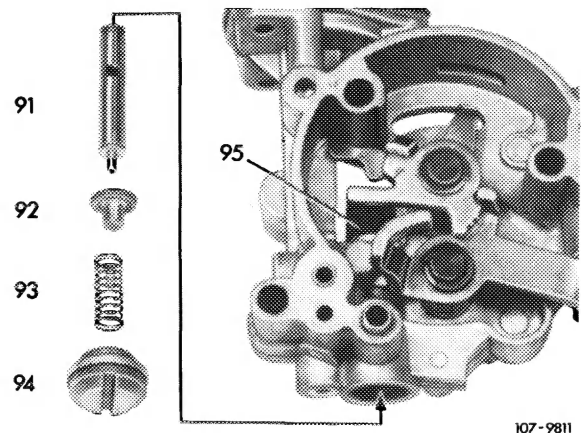
Check whether choke sliding valve moves easily in bore of choke housing and touch up choke slide valve lightly with polishing cloth, if required. Thoroughly clean parts and fuel ducts.

Install dust sleeve (95) first, then insert choke slide valve (91), valve plate (92) and compression spring (93) and tighten closing plug (94).

Attention!

At upper end of choke housing bore for choke slide valve the outer wall is provided with a ring groove. Slip dust sleeve over choke housing bore until its internal holding bead comes to rest in ring groove.

Push in choke slide valve completely, release again slowly, slide valve should return automatically to its starting position.



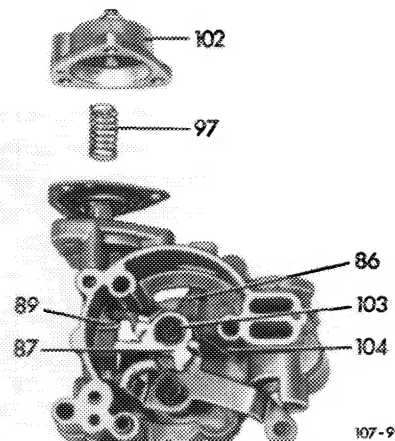
4 Check pulldown diaphragm.

For this purpose, remove pulldown cover (102) and compression spring (97).

Check pulldown diaphragm for damage.

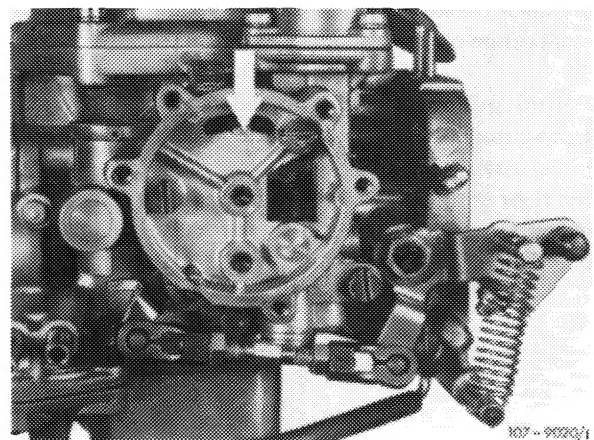
If required, install new pulldown diaphragm with diaphragm rod (07.2-136).

Install compression spring (97) and diaphragm cover (102).



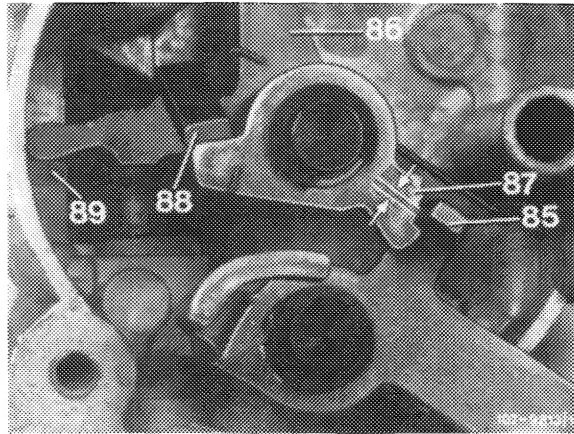
5 Check position of fast idle cam in relation to choke rod and adjust, if required.

Check whether driver (arrow) is at **right angle** to face of choke housing and bend accordingly, if required.



Pulldown position

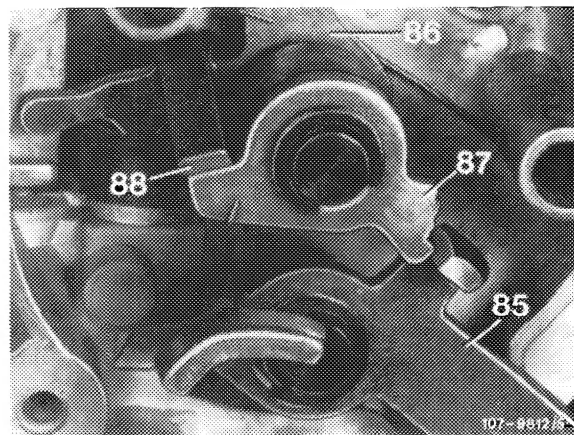
Push diaphragm rod (89) upwards up to stop and push drive lever (86) to the left (drive lever should rest against diaphragm rod). Choke rod (85) should rest approximately in center (arrows) of second-highest detent (pulldown position) of fast idle cam (87). Bend driver (88) accordingly, if required.



Full start position

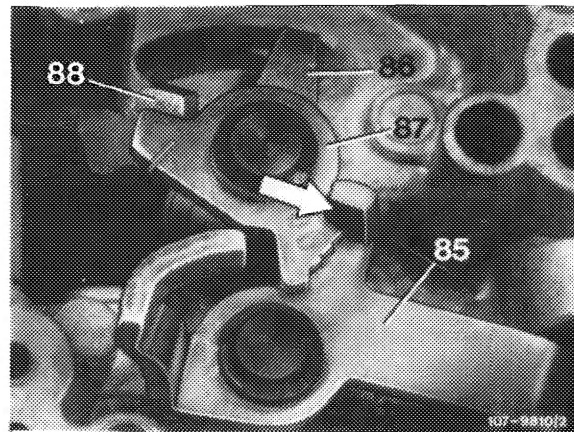
Push drive lever (86) to the left up to stop (choke slide valve completely pushed in). In this position, choke rod (85) should rest on highest detent of fast idle cam (87) for a length of min. 0.5 mm. Bend driver (88) accordingly, if required.

Note: If driver (88) has been bent as required, check pulldown position once again.



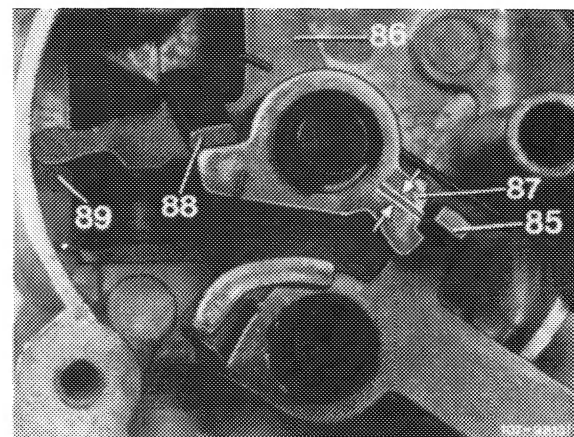
Idle speed position

Push drive lever (86) completely to the right against stop and push choke rod (85) completely up. Choke rod should move into idle position (arrow) and should not rest on detent segment of fast idle cam (87). Refinish detent segment accordingly, if required.



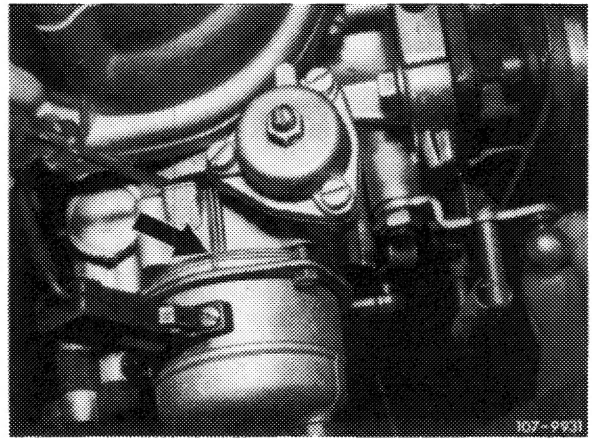
6 Check choke cover mark and mark again, if required (calibration of bimetallic spring in choke cover).

For this purpose, choke cover should have a test temperature of +20 °C. Place choke cover with insulating gasket on choke housing and push slowly to the right until choke rod (85) rests approximately in center (arrows) of second-highest detent (pulldown position) of fast idle cam (87).



In this position, check choke cover mark (arrow) and punch in new mark, if required. Remove old marking notch on choke cover.

Note: To prevent faulty calibration, repeat this check-up.



Installation

7 Install choke housing and choke cover in vice versa sequence (item 1 and 2). Use new gaskets.

Attention!

Do not forget insulating gasket between choke cover and choke housing.

8 Adjust choke (07.2—125).